STATE OF CALIFORNIA-CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

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Serious Drought.
Help save water!

March 17, 2016

07-LA-5,101-16.4, S0.0/25.9
07-2827U4
Project ID 0714000204
ACNHP-X037(192)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for CONSTRUCTION ON STATE HIGHWAY IN LOS ANGELES COUNTY IN LOS ANGELES AT VARIOUS LOCATIONS FROM ROUTE 5/60 SEPARATION TO 0.1 MILE WEST OF VENTURA BOULEVARD OVERCROSSING to revise the project plans and the *Notice to Bidders and Special Provisions.*

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on Tuesday, April 5, 2016.

Project plan sheets 1, 9, 112, 113, 114, 115, 116, 235, 276, 304, 313, 370, 371, and 372 are replaced and attached for substitution for the like-numbered sheets.

Project plan sheet 442A is added and attached for addition to the project plans.

In the *Notice to Bidders and Special Provisions*, in the "STANDARD PLANS LIST," the following Standard Plan is added as follows:

"RSP ES-8A."

In the *Notice to Bidders*, the following paragraph is added after the ninth paragraph:

"For the Federal training program, the number of trainees or apprentices is 11."

In the *Notice to Bidders*, the eleventh paragraph is replaced as follows:

"Complete the work, excluding plant establishment work, within 195 working days."

"Complete the work, including plant establishment work, within 445 working days."

"Complete the plant establishment work within 250 working days."

In the Special Provisions, Section 9-1.16C, is replaced as attached.

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In the Special Provisions, Section 12-3.13, is added as attached.

In the Special Provisions, Section 86-2.06A(1), is added as attached.

In the Special Provisions, Section 86-2.09E, is added as attached.

In the Special Provisions, Section 86-2.09G, is added as attached.

In the Special Provisions, Section 86-2.09I, is deleted.

In the Special Provisions, Section 86-4.01E, is added as attached.

In the Special Provisions, Section 86-5.01A(1), is replaced as attached.

In the Special Provisions, Section 86-6.11, is added as attached.

In the *Bid* book, the EBS file is replaced.

To *Bid* book holders:

Inquiries or questions in regard to this addendum must be communicated as a bidder inquiry and must be made as noted in the *Notice to Bidders* section of the *Notice to Bidders and Special Provisions*.

Submit the *Bid* book as described in the *Electronic Bidding Guide* at the Bidders' Exchange website.

http://www.dot.ca.gov/hq/esc/oe/electronic_bidding/electronic_bidding.html

Inform subcontractors and suppliers as necessary.

This addendum, EBS addendum file, attachments and the modified wage rates are available for the Contractors' download on the Web site:

http://www.dot.ca.gov/hq/esc/oe/project_ads_addenda/07/07-2827U4

If you are not a *Bid* book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

CARRIE BOWEN
District Director

Attachments

Add to section 9-1.16C:

The following items are eligible for progress payment even if they are not incorporated into the work:

1. Crash Cushions
2. Culvert Pipe
3. Pavement Markers
4. Miscellaneous Iron and Steel
5. Railings
6. Reinforcement
7. Fiber Optic Cable
8. Fiber Optic Conduit
9. Innerduct
10. Lighting Fixtures
11. Luminaires
12. Splice Vaults
13. Twisted Pair Cable
14. Pipe (Irrigation Systems)
15. Control and Neutral Conductors
16. Sprinklers
17. Valves

Replace "Reserved" in section 12-3.13 with:

12-3.13A General

12-3.13A(1) Summary

Section 12-3.13 includes specifications for protecting traffic and workers with an impact attenuator vehicle during moving lane closures and when placing and removing components of stationary lane closures, ramp closures, shoulder closures, or a combination.

Impact attenuator vehicles must comply with the following test levels under the National Cooperative Highway Research Program 350:

1. Test level 3 if the preconstruction posted speed limit is 50 mph or more
2. Test levels 2 or 3 if the preconstruction posted speed limit is 45 mph or less

The impact attenuator vehicle must comply with the attenuator manufacturer's instructions for:

1. Support truck, except the weight of the support truck must comply with the allowable vehicle weight limits shown on the Authorized Materials List for highway safety features and the manufacturer's instructions
2. Trailer-mounted attenuator
3. Truck-mounted attenuator

Flashing arrow signs must comply with section 12-3.03 except you may use a portable changeable message sign instead of a flashing arrow sign. If a portable changeable message sign is used as a flashing arrow sign, it must comply with section 6F.61 "Arrow Panels" of the *California MUTCD*.

12-3.13A(2) Definitions

impact attenuator vehicle: Support truck that is towing a deployed attenuator mounted to a trailer or a support truck with a deployed attenuator that is mounted to the support truck.

12-3.13A(3) Submittals

Submit a certificate of compliance for each attenuator used on the project.

12-3.13A(4) Quality Control and Assurance

Before using an impact attenuator vehicle, conduct a meeting with the Engineer, subcontractors, and other parties involved with traffic control to discuss the operation of the impact attenuator vehicle during moving lane closures and when placing and removing components of a stationary traffic control system.

Schedule the location, time, and date for the meeting with all participants. Furnish a meeting facility located within 5 miles of the job site or at another authorized location.

12-3.13B Materials

Impact attenuator vehicles must be on the Authorized Materials List for highway safety features. Impact attenuator vehicles must comply with Veh Code Div 12.

Each attenuator must be individually identified with the manufacturer's name, address, attenuator model number, and a specific serial number. The name and number must be a minimum 1/2 inch high and located on the left, street side, lower front corner. Do not use an attenuator that is damaged or appears to be in poor condition until it is recertified by the manufacturer. The Engineer determines if a used attenuator supplied under this Contract needs to be recertified. Each unit must be certified by the manufacturer to comply with the requirements for an attenuator under the standards established by the Department's Division of Research, Innovation and System Information.

For the Trinity MPS-350 truck–mounted attenuator, the support truck must not have a fuel tank mounted underneath within 10'-6" of the rear of the support truck.

Each impact attenuator vehicle must have:

1. Inverted "V" chevron pattern placed across the entire rear of the attenuator composed of alternating 4-inch wide nonreflective black stripes and 4-inch wide yellow retroreflective stripes sloping at 45 degrees
2. Type II flashing arrow sign
3. Flashing or rotating amber light
4. Operable 2-way communication system for maintaining contact with workers

12-3.13C Construction

Do not start impact attenuator vehicle activities until authorized.

Except where prohibited, use an impact attenuator vehicle:

1. To follow behind equipment and workers who are placing and removing components of a stationary lane closure, ramp closure, shoulder closure, or any combination. Operate the flashing arrow sign in the arrow or caution mode during this activity, whichever applies. Follow at a distance that prevents intrusion into the workspace from passing traffic.
2. As a shadow vehicle in a moving lane closure.

Monitor placement and use of the attenuator vehicle on a regular basis and adjust the use of the attenuator to match changing field conditions as construction progresses.

After placing components of a stationary traffic control system you may place the impact attenuator vehicle in advance of the work area or at another authorized location to protect traffic and workers.

Secure objects, including equipment, tools, and ballast, on impact attenuator vehicles to prevent loosening upon impact by an errant vehicle.

Do not use a damaged attenuator. Replace any attenuator damaged from an impact during work activities.

12-3.13D Payment

Not Used

Add to section 86-2.06A(1) of the RSS for section 86-2.06, after the 1st paragraph:

Cover marking must be as follows:

1. *SERVICE* for service circuits between service point and service disconnect
2. *SERVICE IRRIGATION* for circuits from service equipment enclosure to irrigation controller
3. SERVICE BOOSTER PUMP for circuits from service equipment enclosure to the booster pump
4. *TDC POWER* for circuits from service equipment enclosure to telephone demarcation cabinet
5. *LIGHTING* for lighting system
6. *SIGN ILLUMINATION* for sign illumination system
7. *SIGNAL AND LIGHTING* for signal and lighting system
8. *RAMP METER* for ramp metering system
9. *TMS* for traffic monitoring station
10. *FLASHING BEACON* for flashing beacon system
11. *CMS* for changeable message sign system
12. *INTERCONNECT* for interconnect conduit and cable system

Replace the 1st paragraph of section 86-2.09E with:

Splices must be insulated by "Method B."

Delete the 6th and 7th paragraphs of section 86-2.09E.

Replace 8th & 9th paragraphs of section 86-2.09E with:

Splices must be insulated by "Method B."

Use Method B as follows:

1. Cover the splice area completely with an electrical insulating coating and allow it to dry.
2. Apply 3 layers of half-lapped 80 mils PVC tape.
3. Apply 2 layers of 120 mils Butyl rubber stretchable tape with liner.
4. Apply 3 layers of half-lapped 6 mils PVC pressure-sensitive adhesive tape.
5. Cover the entire splice with an electrical insulating coating and allow it to dry.

Add to section 86-2.09

86-2.09G Twisted Pair Splice Enclosure

86-2.09G(1) General

Splice enclosures must be installed inside communications pull boxes or splice vaults for drops from twisted-pair trunk cables to equipment locations and at mid-span splices as shown.

86-2.09G(2) Materials

Twisted pair splice enclosures must be furnished in 1-foot and 2-foot sizes.

Twisted-pair splice enclosures must consist of neoprene sleeves secured with hose clamps.

Splice kits must contain hardware items, including enclosures, vinyl tape, bonding clamps, splice connectors, no. 22 AWG, insulated wire, spacer tapes and terminal lugs.

86-2.09G(3) Construction

Enclosures must be mounted securely inside communications pull boxes or splice vaults and must be properly grounded and cable sheaths bonded using bonding clamps. Trunk cables must be identified as "IN" or "OUT" depending upon their location relative to splices (toward communications nodes or away from communications nodes). Tape collars must be placed around the 2 trunk cables and drop cables at locations required by splice enclosures. Splice enclosures must be fitted to splices and hose clamps tightened over cables.

Pairs of drop cables must be spliced to designated pairs in trunk cables. Splice conductors must be crimped onto wires using manufacturer's approved installation tools.

86-2.09G(4) Payment

Not Used

Add to section 86-4.01E, after the 5th paragraph:

The metal backplate must be of 1/16" minimum thickness 3001-14 aluminum.

Add to section 86-5.01A(1):

Loop wire must be Type 1.

Loop detector lead-in cable must be Type B.

Slots must be filled withhot-melt rubberized asphalt sealant.

For Type E detector loops, sides of the slot must be vertical and the minimum radius of the slot entering and leaving the circular part of the loop must be 1-1/2 inches. Slot width must be a maximum of 5/8 inch. Loop wire for circular loops must be Type 2. Slots of circular loops must be filled with elastomeric sealant or hot-melt rubberized asphalt sealant.

The depth of the loop sealant above the top of the uppermost loop wire in the sawed slots must be 2 inches, minimum.

Fill slots in concrete with elastomeric, hot-melt rubberized asphalt or epoxy sealant for loop detectors.

Install Type 1 or 2 inductive loop conductor except for Type E loops detectors use Type 2.

Install conductor continuous without splices except at the pull box.

Center the detectors in the traffic lanes.

Do not splice the detector conductor.

Mark the location of the inductive loop detectors so the distance between the side of the loop and a lead-in sawcut from an adjacent detector is at least 2 feet. The distance between lead-in sawcuts must be at least 6 inches.

Sawcut the slots. The slot bottoms must be smooth with no sharp edges. For Type E detector loops, saw the slots so the sides are vertical.

Do not allow residue from slot-cutting activities to flow across shoulders or lanes occupied by traffic. Remove the residue before it flows off the pavement surface and dispose of it.

Wash the slots clean using water and blow dry with compressed air to remove all moisture and debris.

Identify the start of the conductor.

Waterproof the ends of Type 2 loop conductor before installing it in the conduit to prevent moisture from entering the cable.

Install the loop conductor in the slots and lead-in sawcut using a 3/16- to 1/4-inch-thick wood paddle. Hold the conductors in place at the bottom of the slot with wood paddles during placement of the sealant.

Wind adjacent loops on the same sensor unit channel in opposite directions.

Twist the conductors for each loop into a pair consisting of a minimum of 2 turns per foot before placing them in the lead-in sawcut and the conduit leading to the pull box. Do not install more than 2 twisted pairs of conductors per lead-in sawcut.

Provide 5 feet of slack in the pull box.

Test each loop for continuity, circuit resistance, and insulation resistance before filling the slots with sealant.

Remove excess sealant from the adjacent road surface before it sets. Do not use solvents to remove the excess.

Identify the loop conductor pair in the pull box with the start with the letter *S* and the end with the letter *F*. Band conductors in pairs by lane in the pull box adjacent to the loops and in the cabinet. Identify each pair with detector designation and loop number.

All splices must be soldered using the hot iron, pouring, or dipping method. Do not perform open-flame soldering.

For Detector lead-in cable:

1. Waterproof the ends of the lead-in cable before installing it in the conduit to prevent moisture from entering the cable.
2. Splice loop conductors for each direction of travel for the same phase, terminating in the same pull box, to a separate lead-in cable which must run from the pull box adjacent to the loop detector to a sensor unit mounted in the controller cabinet. Install lead-in cable continuous without splices except at the pull box.
3. Verify in the presence of the Engineer that the loops are operational before making the final splices between loop conductors and the lead-in cable.
4. Identify and tag each lead-in cable with detector designation at the cabinet and pull box adjacent to the loops.

Add to section 86-6.11, after 1st paragraph:

Internal conductors for photoelectric control unit must be 600 V(ac), 14 AWG (THHN) stranded machine tool wire. Where subject to flexing, 19 stranded wire must be used.